



Stop
Bristol Airport
Expansion

FACT SHEET 6: Car Parking at and around Bristol Airport

(v: 19.08.19)

The Fact Sheets are intended as a reference for issues raised by the threatened expansion of Bristol Airport and updated regularly. Comment and suggestions welcome. Contact: STOPBAex@gmail.com (subject line: attn LT)

'A major reason for the proposed Airport expansion is to maximise profit for the owners of Bristol Airport [the Ontario Teachers Pension Plan] by turning the airport into a car park business with a landing strip attached'.

(Bristol Airport Parking Community Group)

1 Bristol Airport's core aviation operation generated less than forty per cent of its income (around £34 million in 2016). A further £26 million came from was from concessions (shops, cafés and other retail). However **the most profitable part of the business came from car parking**, generating £27 million, So parking at Bristol Airport is at the heart of its business model.

2 There is no railway service to the Airport and only one dedicated bus service. So **only 12.5% of passengers used public transport to travel to and from the airport in 2017**. The remaining passengers travel to the Airport by car, so the proposed increase in passenger numbers is intended to suck in yet more cars **and massively increase profits from parking**.

3 If Bristol Airport's expansion proposals are approved, **there will be more than 6,350 car parking spaces with an extra 2,700 spaces on green belt land**.

4 The Airport wants to have all **'operational and related land' released from the Green Belt designation** (4a) so the land, and the lands it plans to acquire, will lose protected status. Green Belt land should only be sacrificed in 'in exceptional circumstances' according to sources such as the CPRE (4b)



5 **Unlicensed and illegal car parking is a major problem beyond the Airport boundaries** causing parking blight across the landscape, increased traffic and nuisance in country lanes, and 'dump' parking in nearby villages with cars scattered through residential streets by those seeking to avoid any parking payment.

6 The Airport claim that more 'on-site' parking is the solution to the problems of uncontrolled development of unauthorised car parks around the Airport and anti-social parking in local neighbourhoods. The fact is that **Airport expansion will simply increase the number of travellers using these 'off-site' facilities to the further detriment of the local communities.**

7 It is estimated that at least **£7.5 million per year is pocketed by illegal airport car park operators**, maybe considerably more. North Somerset Council simply doesn't have the resources to enforce regulation effectively and the pirate operators are preparing for a bonanza should Airport planning approval be granted.

8 **Night-time light pollution will increase** with further Airport parking. Pylon-mounted lights from existing car parks are already a public nuisance, casting a glow across the night sky comparable to central Bristol.

9 The proposed parking site is less than 2km from a Special Area of Conservation. **Two endangered species of bat (Greater and Lesser Horseshoe) will lose habitat** at a time critical to their survival. Spillage from car park lights would impact local residents and affect wildlife by drawing insects away from the surrounding countryside.

10 Bristol Airport Parking Community Group (BAPCoG), a residents' group concerned about Airport parking, has submitted a comprehensive proposal for an integrated Airport parking policy to North Somerset Council, including strategic park-and-ride sites near motorway locations (10a). A company has recently applied to



North Somerset Council for planning permission to create a large park-and-ride site near the M5. This application, still under consideration, is being opposed by the Airport.(10b)

For further information on issues around traffic and Airport parking, both authorised and unauthorised, see the SBAEx website page:

<http://www.stopbristolairportexpansion.org/why-oppose-airport-expansion/#parking>

REFERENCES

By paragraph number above:

1 *Bristol Airport (UK), 'Directors report and Consolidated Financial Statements, Year Ended Dec 2016'*

2 *'Planning Application 18/P/5118/OUT: PCAA Submission to North Somerset District Council (2019)', 'The low cost parking strategy on green belt land,' (para.8).*

3 *'Planning Application 18/P/5118/OUT.' 'Bristol Airport.'*

4a *'Master Plan Consultation – Stage II Development Proposals and Options (May 2018.) 'Bristol Airport.' 'Green belt and green infrastructure.'*

4b *see, for example, https://www.cpre.org.uk/magazine/opinion/item/4552-housing-white-paper-empty-promises-on-green-belt?gclid=CjwKCAjw-vjqBRA6EiwAe8Tck1_znNA-h8WnavquT6NtZsKgT5XrldN0YAjgfLm9lgBhQHAKNMVx0BoCwR8QAvD_BwE*

5 *'Planning Application 18/P/5118/OUT: PCAA Submission to North Somerset District Council (2019)', 'Parking controls,' (para.2).*

6 *'Bristol International Airport – Master Plan 2006 to 2030,' 'Car parking for passengers and staff, strategic considerations,' (para. 7.33)*

7 *This figure is based on charges of £25 per week for around 300,000 cars. Most off-site operators do not publish financial information so this is a very conservative estimate*

8 *'Planning Application 18/P/5118/OUT: PCAA Submission to North Somerset District Council (2019)', 'Lighting,' (paras.1 - 4).*

9 *'Planning Application 18/P/5118/OUT: PCAA Submission to North Somerset District Council (2019)', 'Car parking,' (para.10).*

10 a+b [Links to be added]

END

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